



Transportation Commission

November 7, 2012



Funding Update

Agenda Item #2

Funding Update

- **City Council:**
 - Adopted FY2013 Legislative Package (Oct 23, 2012) included proposed legislation to grant referendum authority to NVTa
 - Endorsed use of State funds for a real-time bus information system for DASH
- **Commonwealth Transportation Board:**
 - Received briefing on the results of the SJR 297 Study, proposing a change transit funding allocation
- **DRPT:**
 - MAP-21 transportation bill eliminates earmarked funds for commuter track access lease fees. If Commonwealth does not cover fees, the resulting deficit would require increases to jurisdiction subsidies or increased fares. DRPT has not committed to allocating funds and has told jurisdictions to request funds from CTB

Funding Update

- **TPB:**
 - Approved a call for new CLRP projects, and received information about electric vehicles, Capital Bikeshare and Buses operating on shoulders

- **WMATA:**
 - Approved set of rail service standards and Strategic framework
 - Conducted bus service public hearings, including modifications to Routes 7A, 7E, 7F, 7Y, 8X and 8W in Alexandria

- **NVTC:**
 - Received briefing on SJR297 proposals by DRPT.

Thank You

QUESTIONS?



Union Street

PUBLIC HEARING

Agenda Item #3

Project Goals and Challenges

- Evaluate existing conditions for all modes.
- Identify specific strategies to ensure that Union Street fosters connections.
- Enhance safety and balance the needs of all modes.

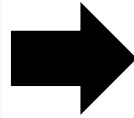


Recommendation Development Process



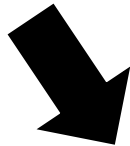
Data Collection & Analysis

- Multi-modal traffic counts
- Daily traffic counts
- Field observations
- Crash data analysis
- On-street parking
- Motorcoach observations
- Delivery truck observations



Stakeholder Engagement

- Trail Intercept Surveys
- Stakeholder Interviews
- Waterfront Commission Meetings
- Public Meeting
- City Staff Working Sessions



Create & Refine Ideas

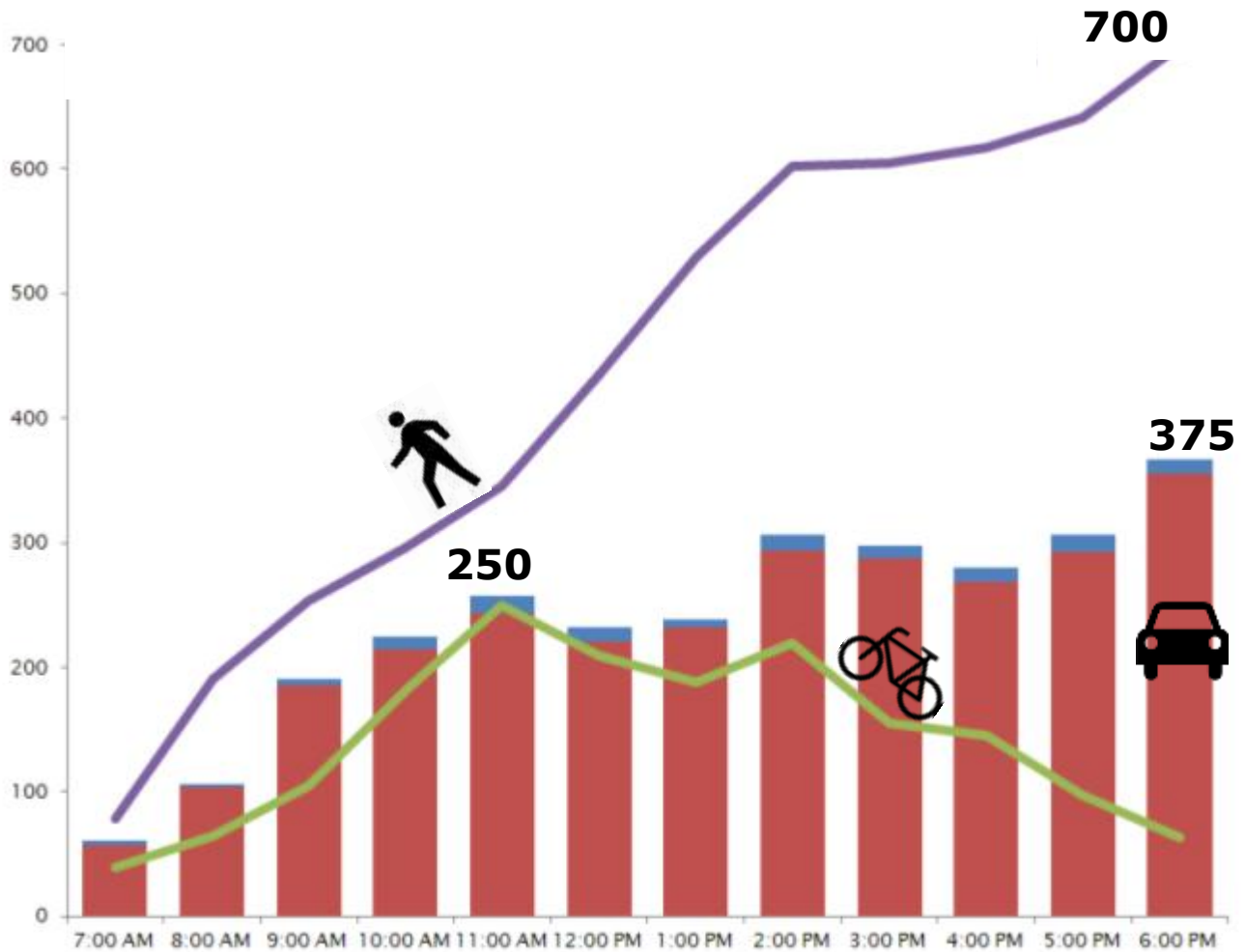


Recommendations

Union Street Today Multi-Modal Volumes



per hour



Time of Day on Saturday

Short-term Improvements



Mt. Vernon Trail Connection

Transition between Bike Lanes & Shared Lanes

Intersection of King & Union St

Pilot Part-Time Parking

Windmill Hill Park Improvements

Increase Traffic Enforcement

Add Bike Parking

Short-term Improvements



Mt. Vernon Trail Connection

Transition between Bike Lanes & Shared Lanes

Intersection of King & Union St

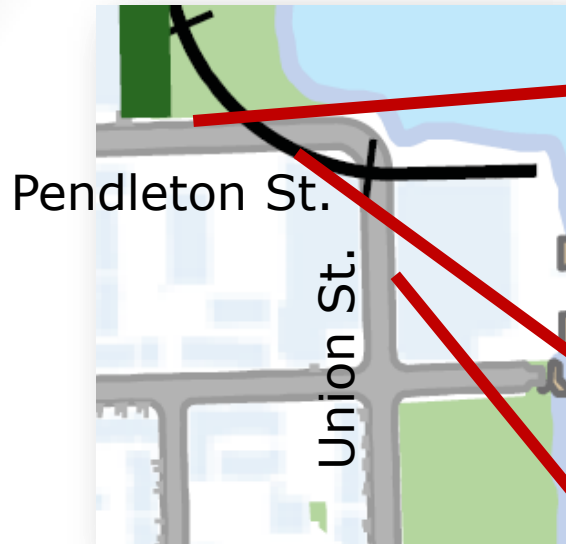
Pilot Part-Time Parking

Windmill Hill Park Improvements

Increase Traffic Enforcement

Add Bike Parking

Mt. Vernon Trail Connection - Issues



Mt. Vernon Trail Connection

Pedestrian space on east side of Union St

Mid-Term
Improvement



Mt. Vernon Trail Connection Improvement: Eliminate Crosswalk

Eliminate crosswalk



Mt. Vernon Trail Connection

Left-turns for Bicyclists

Mid-Term
Improvement

Mt Vernon Tr

Oronoco
Bay Park

Pendleton Street



Short-term Improvements



Mt. Vernon Trail Connection

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Transition between Bike Lanes & Shared Lanes



Short-term Improvements



Mt. Vernon Trail Connection

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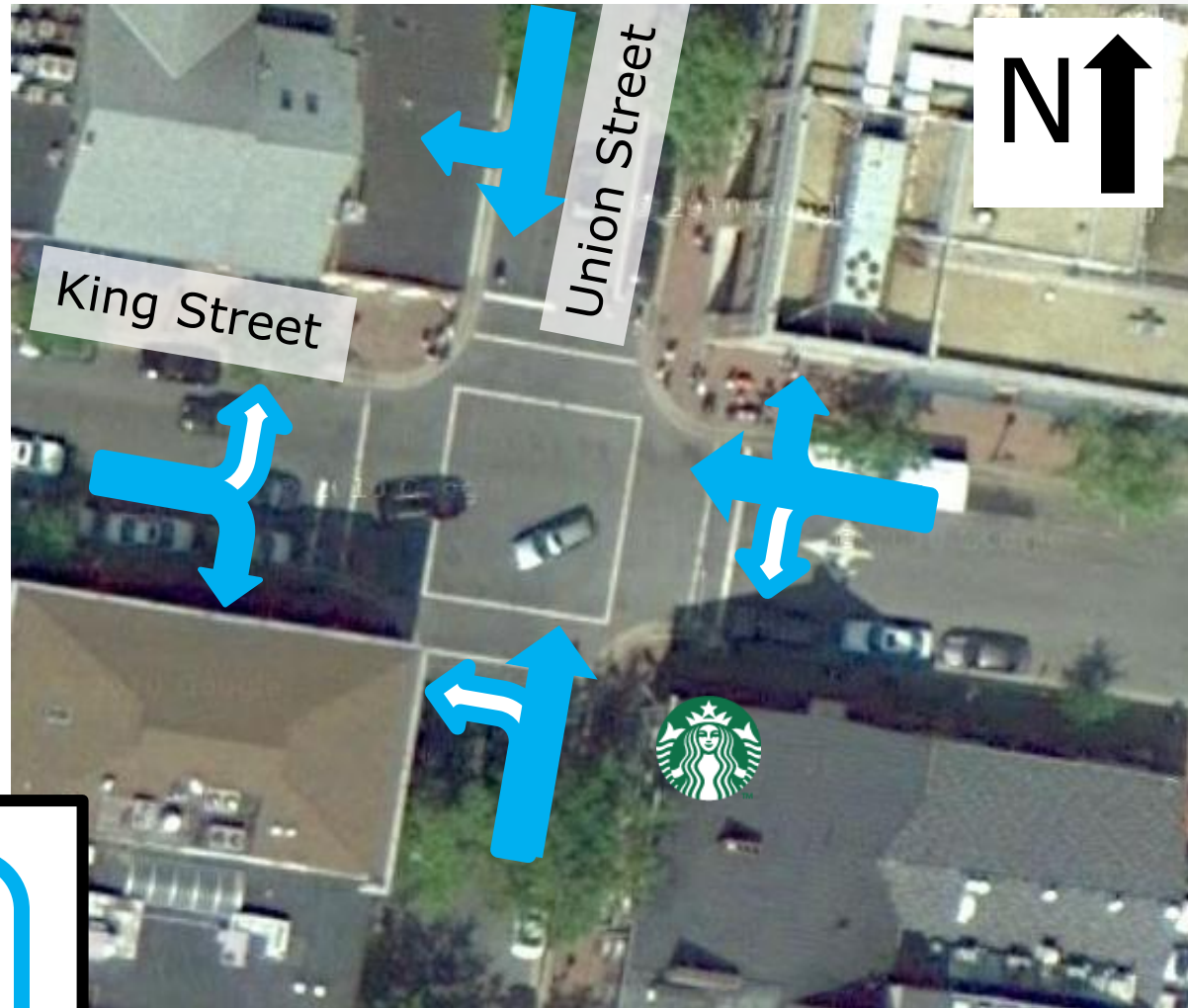
Windmill Hill Park Improvements

Increase Traffic Enforcement

Add Bike Parking

King & Union Street: Short-term

PILOT LEFT-TURN
RESTRICTIONS

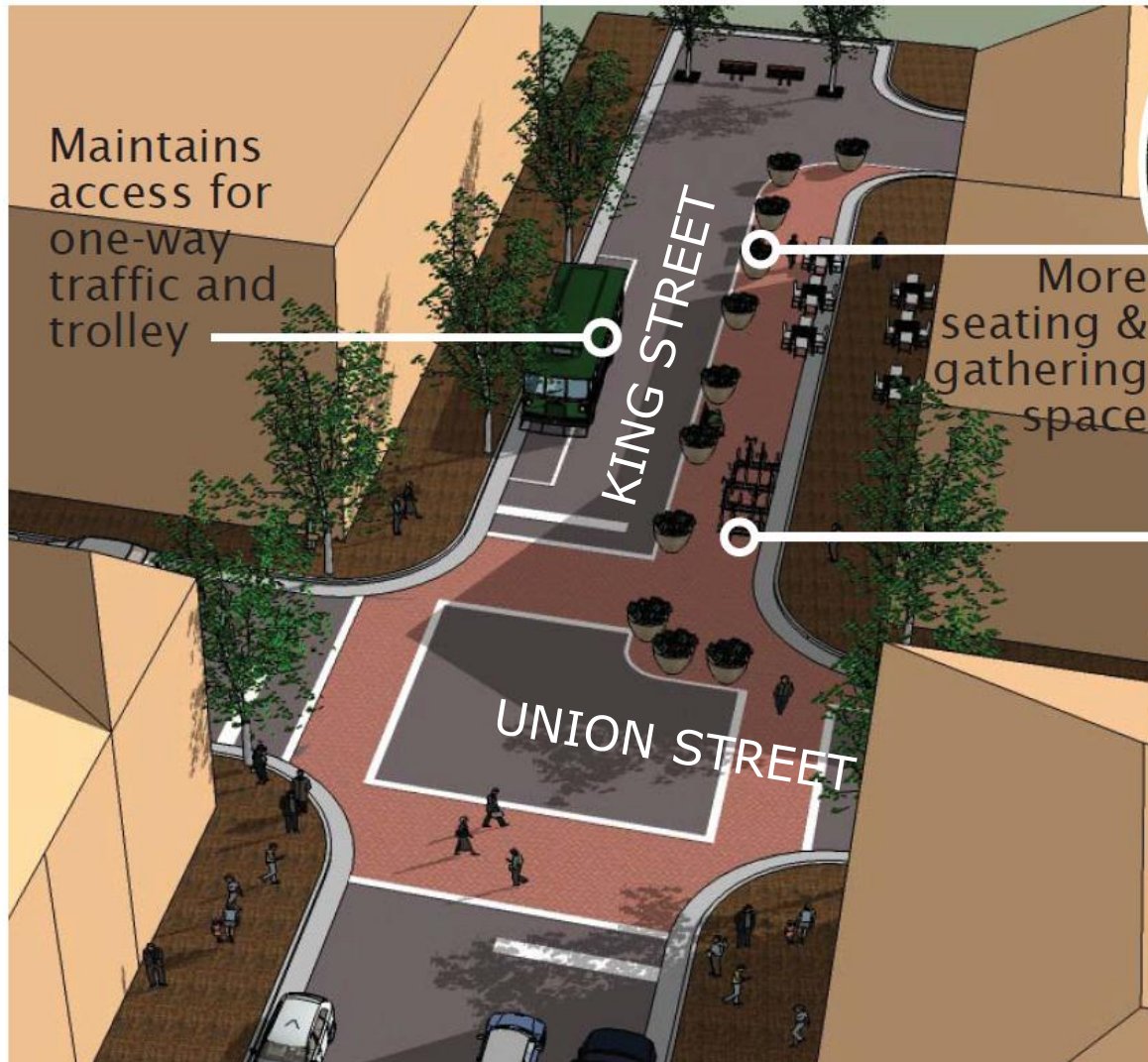


Restricted
Left-Turn



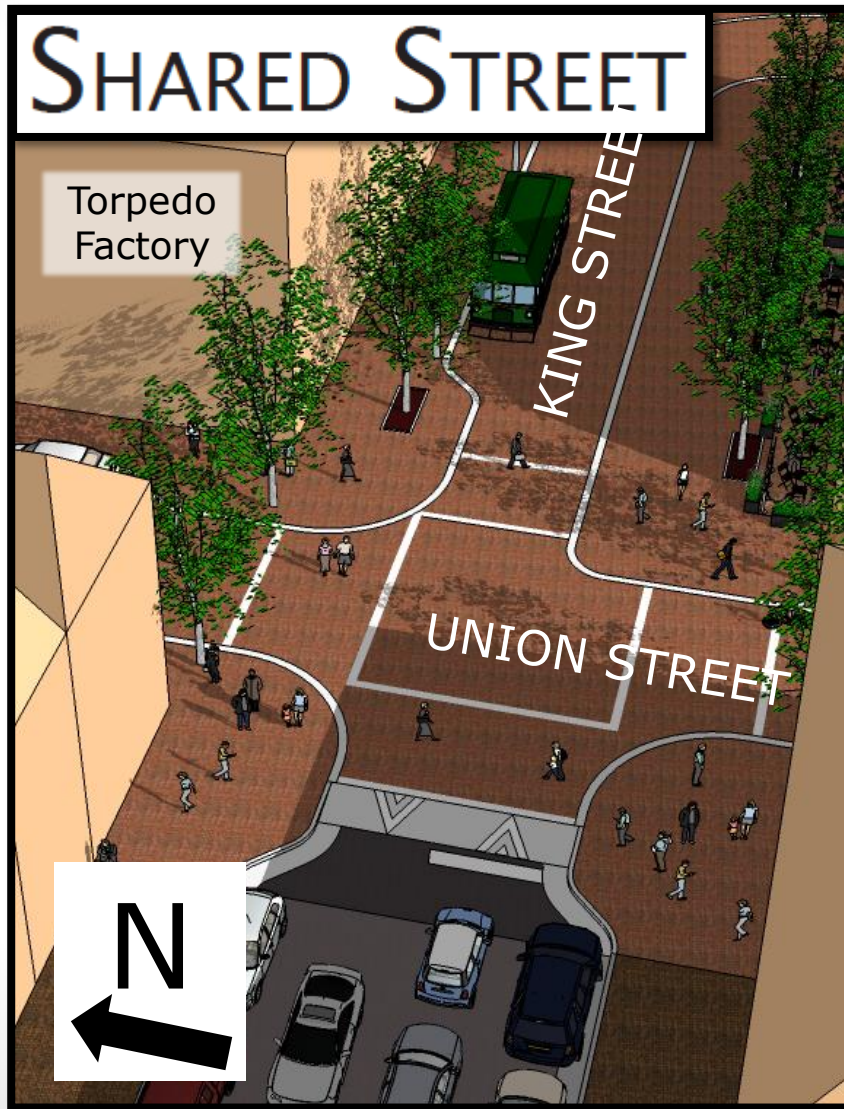
King & Union Street: Short-term

PILOT PEDESTRIAN SPACE



Bike corral for more bike parking

King & Union Street: Long-term



- Limited access on unit block of King Street (transit and emergency vehicles)
- Expanded seating, gathering and circulating space
- Street and sidewalk at the same level (Union Street from Prince to Cameron/Unit Block of King Street)

Short-term Improvements



Mt. Vernon Trail Connection

Transition between Bike Lanes & Shared Lanes

Intersection of King & Union St

Pilot Part-Time Parking

Windmill Hill Park Improvements

Increase Traffic Enforcement

Add Bike Parking

Pilot Part-Time Parking



Short-term Improvements



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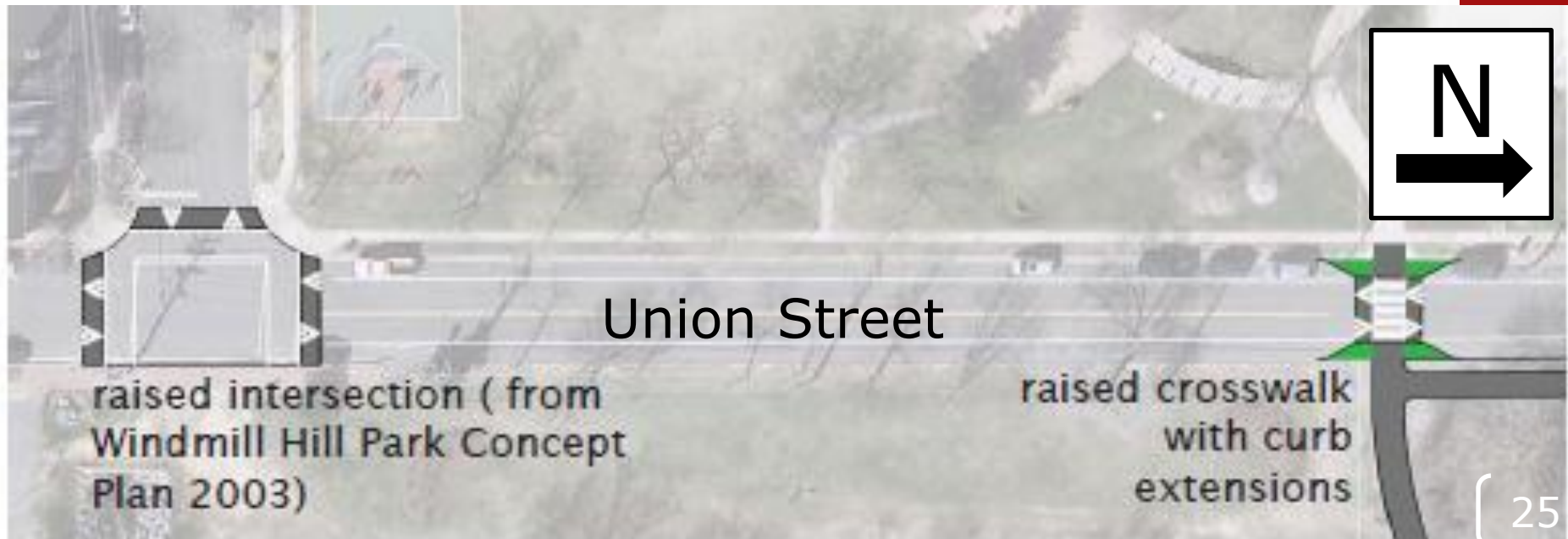
Windmill Hill Park Improvements

Increase Traffic Enforcement

Add Bike Parking

Windmill Hill Park

- Union Street & Gibbon Street – Raised Intersection
- Union Street @ Wilkes Street Tunnel – Raised Crosswalk



Windmill Hill Park

Raised Crosswalk @ Wilkes Street Tunnel Conceptual Improvement



Short-term Improvements



Mt. Vernon Trail Connection

Transition between Bike Lanes & Shared Lanes

Intersection of King & Union St

Pilot Part-Time Parking

Windmill Hill Park Improvements

Traffic Management & Enforcement

Add Bike Parking

Long-term Improvements

Concept Development Framework

- Change is needed
- Pedestrians are the priority
- Unique solutions for different areas
- Continue to serve all users

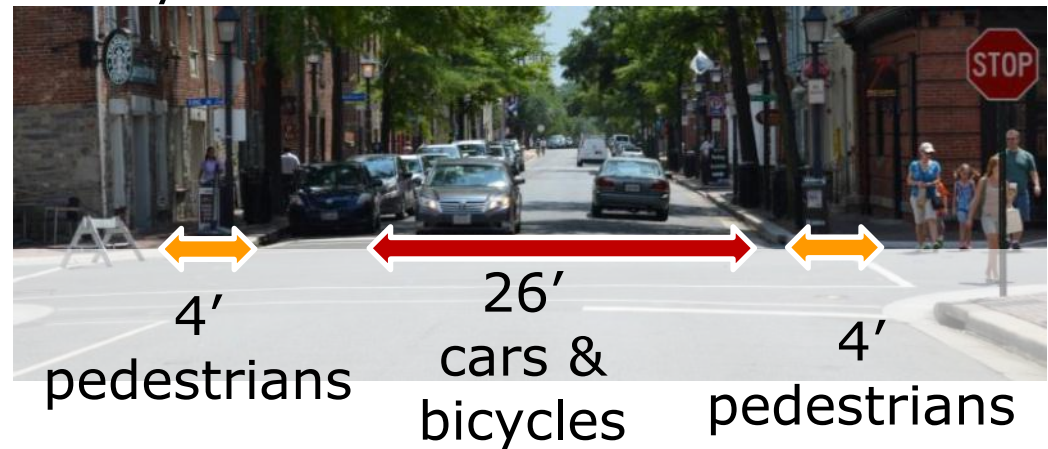


Long-term Improvements

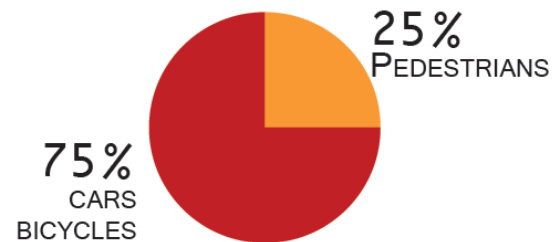
Sidewalk width on Union Street



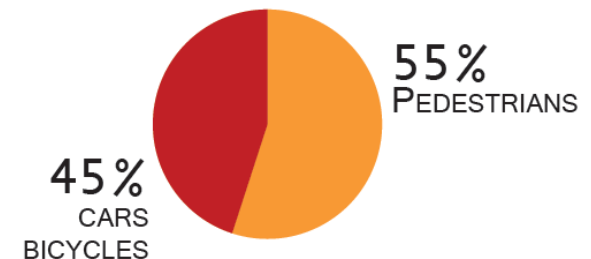
How is Union Street distributed today?



By space...



By volume...

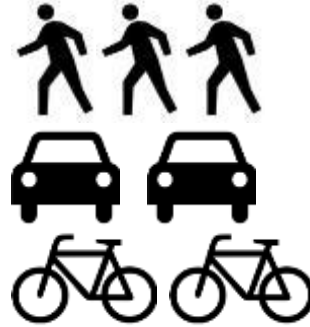


Long-term Improvement Alternatives

Unique Solutions for Different Areas

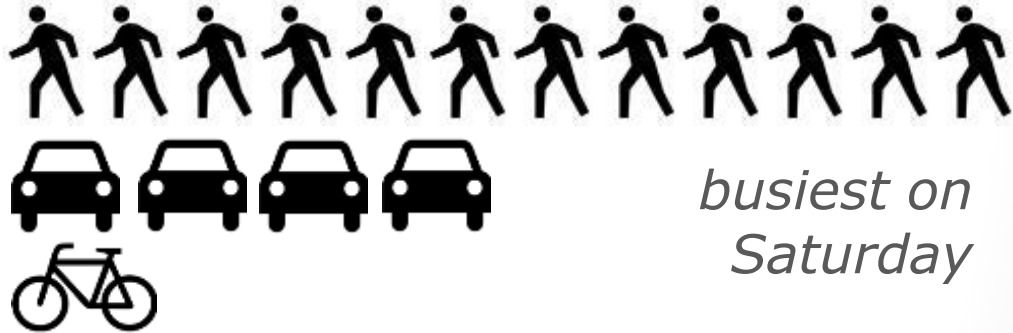


PENDLETON
to
CAMERON



*consistent
throughout
week*

CAMERON
to
DUKE



*busiest on
Saturday*

DUKE
to
FRANKLIN



*consistent
throughout
week*

Long-term Improvement Recommendation



Keep Existing/No Change

Pendleton to Cameron

Shared Street

Cameron to Prince

Keep Existing/No Change

Prince to Jefferson







Thank You

QUESTIONS?



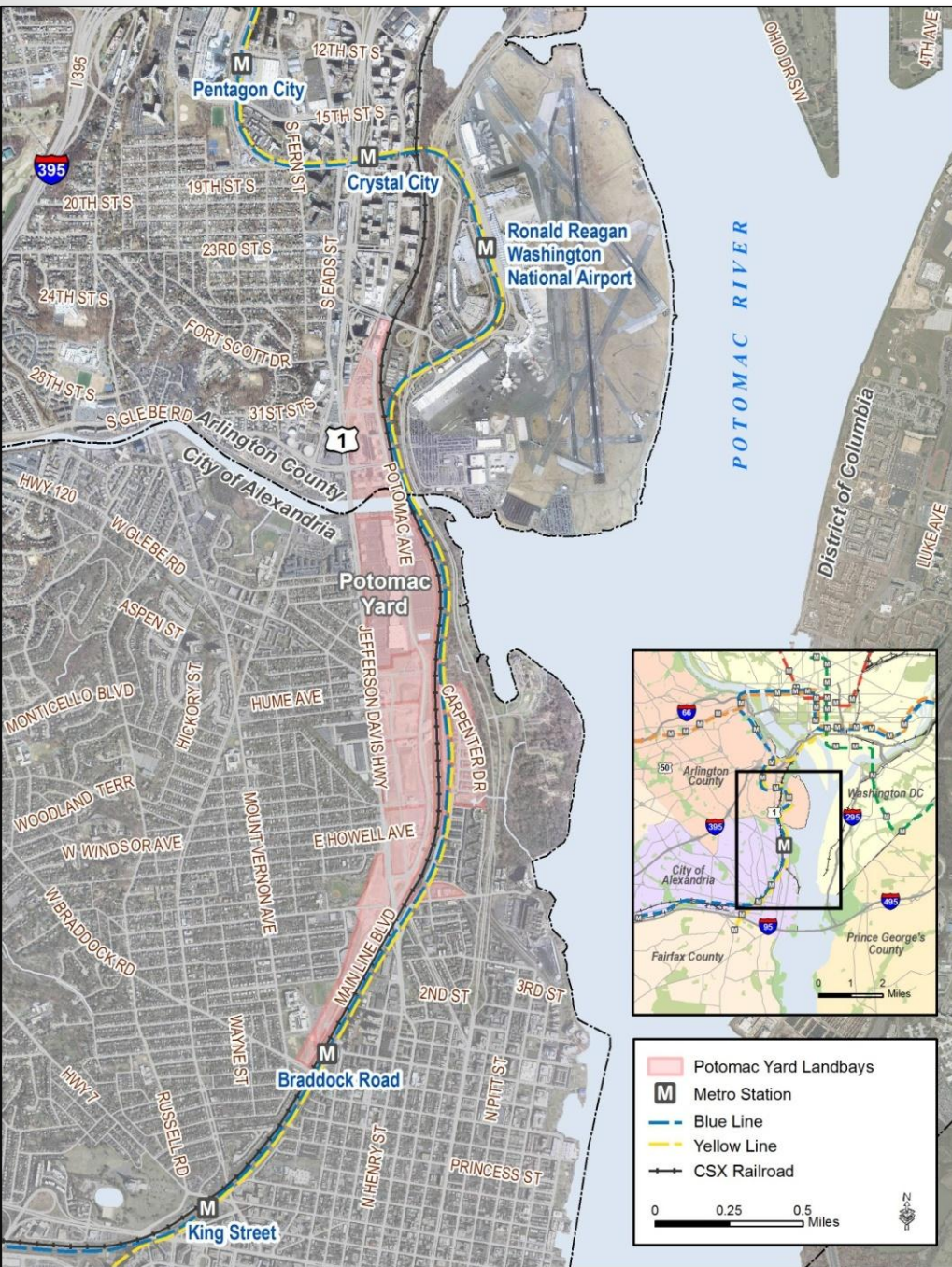
Potomac Yard Metrorail Station

Agenda Item #4

Study Area

Boundaries:

- *West:* Route 1
- *East:* George Washington Memorial Parkway (GWMP) and Potomac Greens Drive
- *South:* Slaters Lane
- *North:* Ronald Reagan National Airport Access Road



NEPA Process



On-going Agency Coordination and Public Involvement

↑
2011-
Early 2012

↑
1st
Quarter
2013
**We are
here**

↑
2nd
Quarter
2013

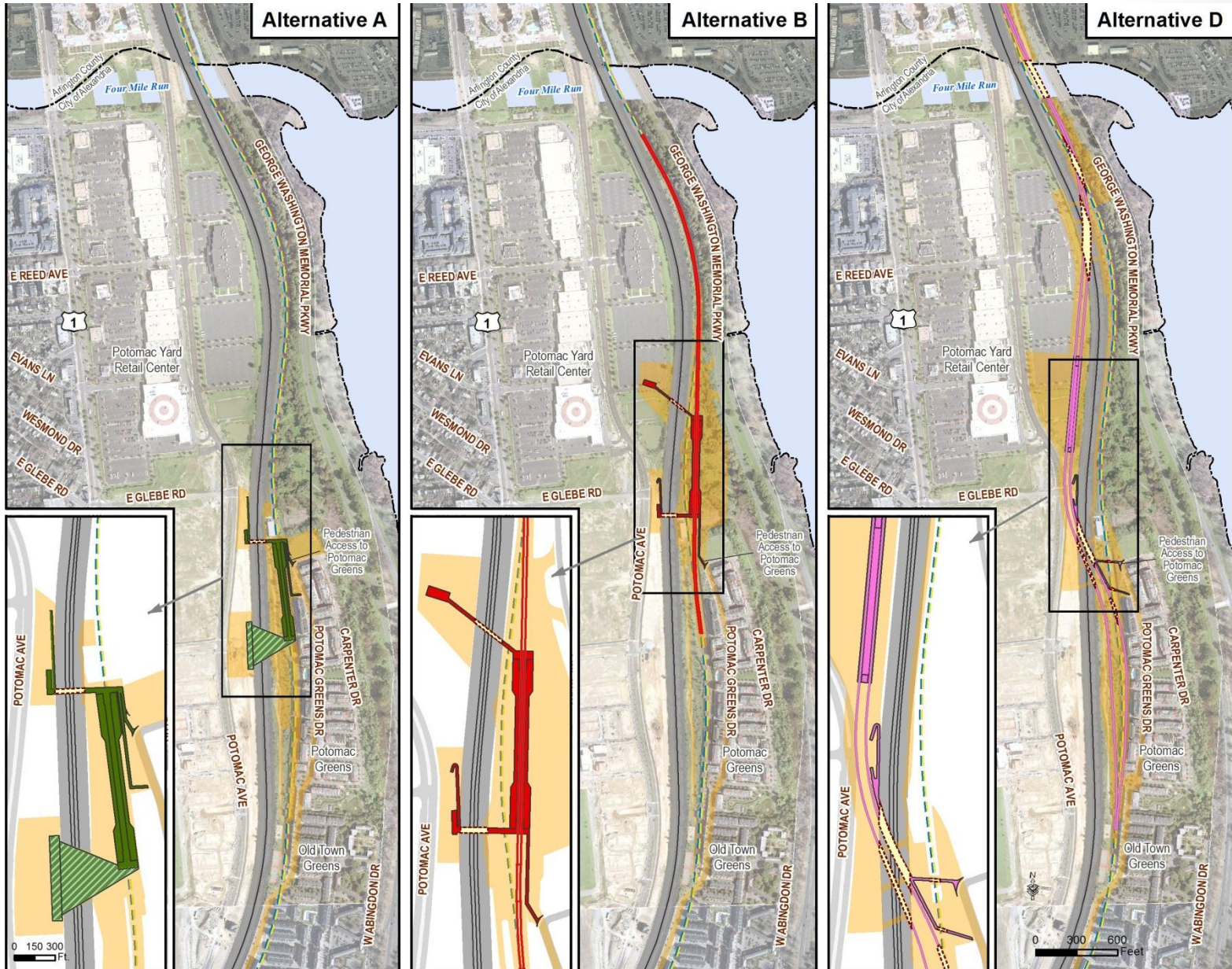
↑
Early
2014

↑
2014

Process to Date

- Feb 2010: Potomac Yard Metrorail Station Concept Development Study
- June 2011: Scoping Report & first meeting of Potomac Yard Metrorail Implementation Group (PYMIG)
- Oct 2011: Screening Document & PYMIG meeting
- Oct 2011: Refinement of Alternatives
- Feb 2012: Proposed Station Locations & PYMIG meeting
- May 2012: Review of Public Input and Decision Making
- May 2012: Review of 4f/6f/106 process
- Ongoing: Socio, Economic, Environmental, and Transportation Impact Identification and Assessment

Build Alternatives



Technical Results to Date

- Soils and Geologic Conditions
- Land Use
- Ecosystems & Endangered Species
- Water Resources
- Noise and Vibration
- Neighborhoods & Environmental Justice
- Hazardous and Contaminated Materials

Cost Estimate Inputs

- Environmental Process (EIS)
 - Concept Design
 - Environmental Impact Statement
 - Financial Analysis
- Design Build
 - Guideway and Track Elements
 - Station, Stops, Terminals
 - Sitework and special conditions
 - Systems
 - IT Equipment
- Utilities
 - Coordination with Dominion, Washington Gas, Water & Sewer, Verizon and Miscellaneous
- Real Estate
- Contingency

Capital Cost Estimates

	Low	High	85% of High*
Alternative A	\$119M	\$228M	\$195M
Alternative B	\$149M	\$293M	\$250M
Alternative D	\$275M	\$538M	\$462M

*85% of the High number represents 100% of fixed costs (e.g., EIS, art-in-transit, preliminary Engineering) and 85% of all remaining costs (e.g., design/build contract, contingency, utility coordination). Financial feasibility study will be based on this 85% of High.

Financial Plan Assumptions

- Station Funding:
 - Revenue from:
 - Net new tax revenue
 - Special Tax Districts
 - Developer contributions
 - Bonds to be issued to finance station
 - Design and construction cost for station
 - Potential federal/state funds
- Improvements from previous studies
 - More accurate development timeline
 - Better calculations of property values/taxes
 - More information on WMATA operating subsidy

Schedule

Delay from original schedule due to:

- Archeological investigation
- Additional visual surveys

Item	Original Completion	Updated/ Anticipated
Draft Environmental Impact Statement	Jan 2013	March 2013
Public Hearing	Feb 2013	April 2013
City determination of Locally Preferred Alternative	March-May 2013	May-July 2013
Final Environmental Impact Statement	Feb 2014	March 2014
Begin Design/Build	Mid 2014	Mid 2014
Complete Design/Build	Late 2016	Late 2016
Opening of Station	Late 2016	Late 2016

Next Steps

- Continue environmental impact analysis for each of the proposed alternatives
 - Visual Resources
 - Cultural Resources
 - Transportation
 - Air Quality
 - Construction
 - Economic impacts
 - Summary of impacts
- Financing Plan for each Alternative
- Next meeting of PYMIG
 - January 30, 2013 – 6:30-8:30 – City Hall – Council Workroom

For more information on this project or other capital or planning projects in Potomac Yard:

www.alexandriava.gov/potomacyard

For the project website see:

www.potomacyardmetro.com

Thank You

QUESTIONS?



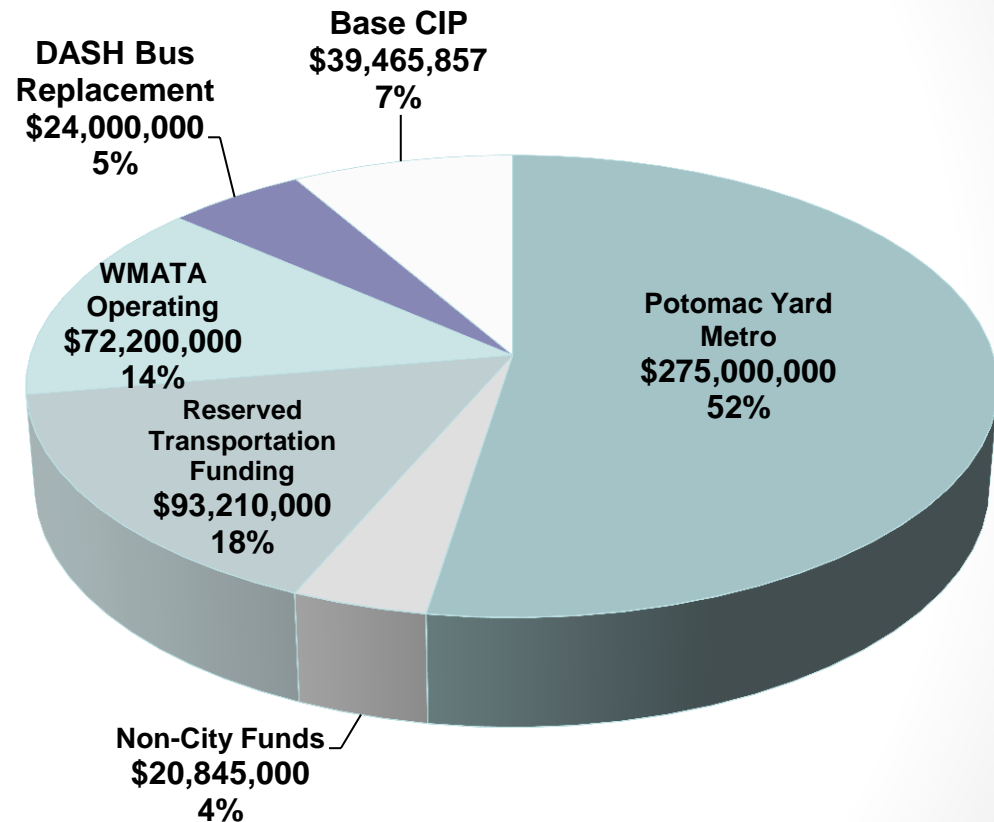
FY 2014-23 CIP

Agenda Item #5

Transportation CIP Funding FY 2012-21



Funding Category	Total
Potomac Yard Funding	52%
Expanded Transportation Funding - Reserved 2.2 Cents + Add. Cash Capital	18%
Base CIP - WMATA	14%
Base CIP - Other	7%
Base CIP - DASH Bus Replacement (City Funds)	5%
Non-City (CMAQ, Urban Funds, etc.)	4%

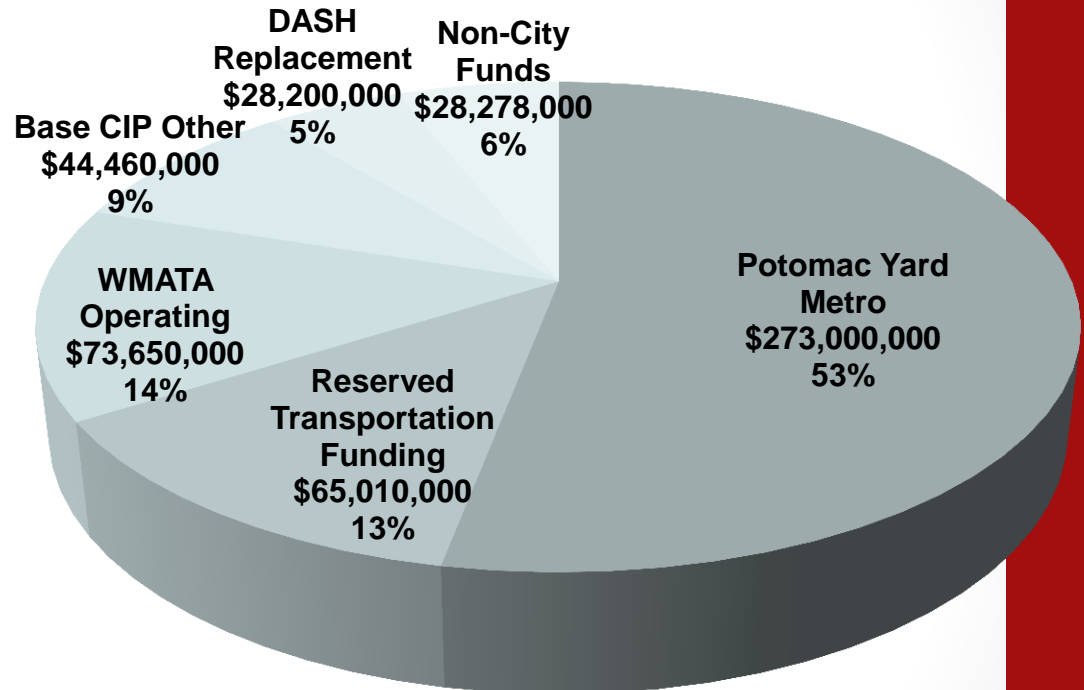


Total:
\$524,720,857

Transportation CIP Funding FY 2013-22



Funding Category	Total
Potomac Yard Funding	53%
Expanded Transportation Funding - Reserved 2.2 Cents + Add. Cash Capital	13%
Base CIP - WMATA	14%
Base CIP - Other	9%
Base CIP - DASH Bus Replacement (City Funds)	5%
Non-City (CMAQ, Urban Funds, etc.)	6%



Total:
\$513,398,607



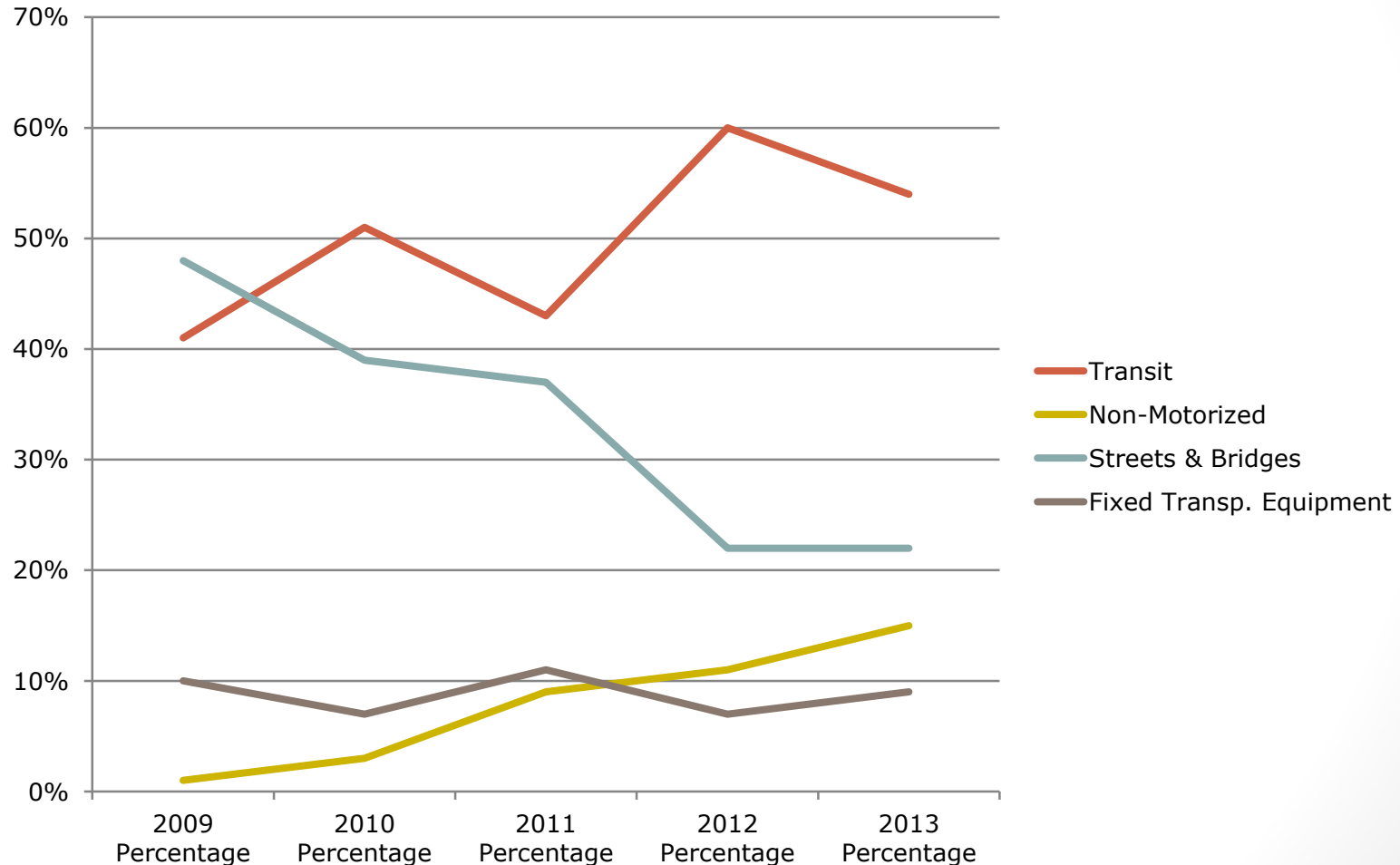
CIP – Project Mode Trends (2009-13)

CIP Year	Transit	Non-Motorized	Streets & Bridges	Fixed Transp. Equipment	TOTAL
2009 Percentage	41%	1%	48%	10%	100%
2010 Percentage	51%	3%	39%	7%	100%
2011 Percentage	43%	9%	37%	11%	100%
2012 Percentage	60%	11%	22%	7%	100%
2013 Percentage	54%	15%	22%	9%	100%

NOTE: Transit excludes funding for Potomac Yard Metrorail station, and WMATA Capital funds

Real Estate Tax for Transportation Improvements was introduced in FY 12

CIP – Project Mode Trends (2009-13)





Transportation Commission Guidance

- Limit funding adjustments within Expanded Transportation Funding and Base CIP (Other)
- Maintain funding for highest priorities set by Transportation Commission
- Maintain funding across modes
- Continue to fund existing programs

Process

- TC Guidance to staff
- Winter- presentation of Budget to Council
- Spring- Public hearings, TC recommendation
- May- Budget adoption

Thank You

QUESTIONS?



Complete Streets Update

Agenda Item #6



Complete Streets Background

- Council adopted Complete Streets Resolution in April, 2011
- Annual reporting to the Commission
 - Steps taken to Implement Policy
 - Instances where T&ES and P&Z directors exercised discretion
 - Actions needed by TC to implement the resolution

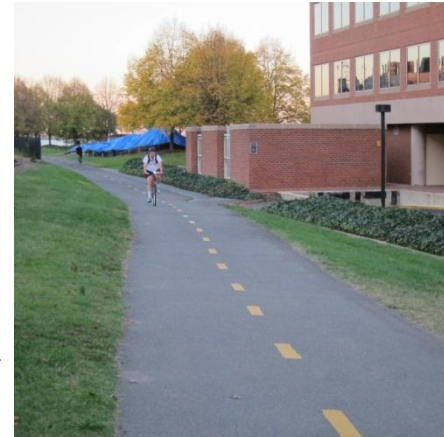


Complete Streets Implementation

- Complete Streets Checklist developed and in the Draft Transportation Guidelines
- During FY2013 budget, Council added \$350,000 for Complete Streets projects
 - \$100,000 for maintenance
 - Funding for Complete Streets Coordinator
- Applied for (but did not receive) federal grant for Complete Streets Design Manual in 2012
- Proposing funding for Design Manual for 2014-23 CIP
- Staff ensures Complete Streets compliance as part of Development Review process
- Refining process for Complete Streets implementation as part of annual Paving activities

Complete Streets Projects completed in 2012

- Bike Lanes
 - Slaters Lane
 - Mark Center Drive sharrows
- Sidewalks and ADA
 - Duke Street at Taylor Run Parkway
 - N. West Street at Madison Street
 - Vassar Road
 - Leadbeater Street
 - Eisenhower Avenue
 - Old Dominion Boulevard
 - Monticello Boulevard



Complete Streets Projects completed in 2012

- Pedestrian Safety Intersection Improvements
 - Hume Avenue
 - Turner Avenue near Mt. Jefferson Park
 - Eisenhower Avenue
 - John Carlyle Street
 - Duke Street at Telegraph Road
 - Valley and Custis
- Pedestrian Countown Signals
 - Installed at nine intersections
- Bicycle Parking and other
 - Installed at various locations citywide
 - Bicycle corrals being planned in Old Town
 - Bicycle wayfinding at King Street Metro and Waterfront

Thank You

QUESTIONS?



Staff Updates

Agenda Item #7